

NINTH

ANNUAL REPORT

OF THE

Catawissa Railroad Company,

FOR THE YEAR ENDING

DECEMBER 31st, 1868.

PHILADELPHIA:
THE LEISENRING STEAM PRINTING HOUSE,
Jayne's Building, Nos. 237 and 239 Dock Street.
1869.

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OFFICERS
OF THE
Catawissa Railroad Company,

DECEMBER 31st, 1868.

PRESIDENT,
M. P. HUTCHINSON.

TREASURER,
W. L. GILROY.

SECRETARY,
EDWARD JOHNSON.

DIRECTORS :
SAMUEL V. MERRICK, Phila.
I. V. WILLIAMSON, “
EMMOR WEAVER, “
F. K. SHIPPER, “
ELLWOOD SHANNON, “
J. L. MELCHER, New York.

ANNUAL MEETING.

An annual meeting of the stockholders of the Catawissa Railroad Company was held, in pursuance of the provisions of the charter of said Company, on the 6th day of April, 1869, at 12 o'clock, noon, at the Company's office, No. 424 Walnut street, Philadelphia, called in pursuance of the notice of which the following is a copy :—

OFFICE CATAWISSA RAILROAD COMPANY,
No. 424 Walnut Street,
PHILADELPHIA, March 16th, 1869.

The Annual Meeting of the stockholders of the Company will be held on Tuesday, the 6th day of April, 1869, at 12 o'clock, noon, at the Company's Office, No. 424 Walnut street, in the city of Philadelphia.

EDWARD JOHNSON,
Secretary.

On motion, Wm. P. Chandler, Esq., was called to the chair, and Edward Johnson appointed Secretary.

The President read to the meeting the report of the Board of Directors for the year ending December 31st, 1868 ; also, the reports of the Treasurer and Superintendent.

On motion of F. K. Shipper, Esq., it was

Resolved, That the report be accepted, approved, and, with the accompanying tables, be printed in pamphlet form for distribution among the stockholders.

On motion,

Resolved, That the Act of the Legislature of Pennsylvania, approved April 4th, 1868, entitled "An act relating to railroad companies and common carriers, defining their liabilities, and authorizing them to provide means of indemnity against loss of life and personal injury," is hereby accepted by this Company.

On motion of Jos. C. Harris, Esq.,

Resolved, That the thanks of the stockholders be tendered to the President and management for the able and efficient manner in which the business of the road has been conducted.

On motion, adjourned.

WM. P. CHANDLER, *Chairman.*

EDWARD JOHNSON, *Secretary.*



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NINTH ANNUAL REPORT.

1869.

TO THE STOCKHOLDERS OF THE
CATAWISSA RAILROAD COMPANY :

The business and workings of the road for the past year, as conducted under the lease and contract of November 1st, 1865, are herewith presented.

The capital account issued is :—

500	First Mortgage 7 per ct. Bonds, @ \$500,	\$250,000 00
41,980	Shares Preferred Stock, " 50,	2,099,000 00
22,823	" Common " " 50,	1,141,150 00
49	Chattel Mortgage 5 per ct. Bonds, " 500,	24,500 00
200	" " 10 " " " 550,	110,000 00
		<hr/>
		\$3,624,650 00
<i>Less</i> First Mortgage Bonds canceled, as per requirement of Sinking Fund, . . .		14,500 00
		<hr/>
		\$3,610,150 00

Capital not issued :—

2,020	Shares Preferred Stock, @ \$50,	\$101,000 00
367	" Common " " 50,	18,350 00
		<hr/>
		119,350 00
		<hr/>
		\$3,729,500 00
		<hr/>

The statement of earnings and expenses, as by reference to detailed reports of Superintendent and Treasurer, shows :—

Receipts,	\$555,006 36
<i>(Being \$8,538.⁵⁶/₁₀₀ per mile of road.)</i>	
Working, Maintenance and General Expenses,	334,281 88
Leaving balance of	<u>\$220,724 48</u>

Comparison with business of previous year shows :—

PASSENGERS CARRIED ONE MILE.			
1867,	2,353,574,	yielding	\$74,757 24
1868,	2,162,831,	“	67,564 48
		Decrease,	<u>\$7,192 76</u>

FREIGHT—TONS MOVED ONE MILE.			
	1867.	1868.	Increase.
Merchandise, Local } and Through,	15,215,522	19,261,618	26. ⁶ / ₁₀ per ct.
Coal,	3,023,571	3,690,898	18. ⁸ / ₁₀ “
Total.	<u>18,239,093</u>	<u>22,952,516</u>	<u>25.⁸/₁₀ per ct.</u>
	1867.	1868.	Increase.
Yielding, Merchandise,	\$337,646 17	\$388,176 04	\$50,529 87
			Decrease.
Coal,	43,512 60	39,941 50	3,571 10
Total,	<u>\$381,158 77</u>	<u>\$428,117 54</u>	<u>Increase.</u> <u>\$46,958 77</u>

The extraordinary repairs, as noted in Superintendent's report, amount to \$70,237.30. The business of the road this year again shows a large increase of tonnage over previous year—25.⁸/₁₀ per cent. The receipts, owing mainly to the low rates of freight, only 8.⁵/₁₀ per cent. increase. The average rate per mile on tonnage of 1867 was 2.⁹/₁₀₀ cents; in 1868, 1.⁸⁶/₁₀₀ cents. The same rate of freight upon the tonnage of 1868, as received in 1867, would have given an additional net profit of \$51,590.04.

Our anticipation at the commencement of the year, viz., that the extraordinary expenditure incurred the previous year would so far complete the repairs necessary for safety and economy as to make it unnecessary to devote all our receipts in the future for such purposes, has been realized. During the past year, besides the payment of semi-annual dividends of three per cent. to the preferred stockholders, your roadway and rolling-stock have been much improved and rendered more efficient, so that at the present time both are in far better condition than at any time since the organization of the Company. Your Superintendent and Engineer reports that the roadway is fully 50 per cent. better than any time previous. This is also true of your motive power and car equipment—in the construction and repair of which great pains has been taken to procure only the very best material. The economy of so doing is fully demonstrated in the freedom from accident resulting from defective material.

Your attention was called last year to the contract this Company had for procuring the use of 150 gondola cars, and the fact that the time of the contract had expired, and it was at the option of the Company to pay off the obligations and make a saving in expenses. The suggestion having met your approval, a chattel mortgage for an amount sufficient to liquidate them, and at the same time purchase or build 100 additional cars suitable to the wants of our trade, was negotiated at par, enabling the Company more thoroughly to command the traffic legitimately belonging to it, as well as to claim a larger reciprocity from other roads as the increase of trade might require. The saving of expense from this cause, we think, will be fully demonstrated in the present year—the additional equipment not being obtained early

enough in the past year to demonstrate its workings. The new cars were built at our own shops. The material carefully selected under the supervision of your Superintendent. The plan adopted by him is everywhere admitted as combining utility, strength and capacity, with much less weight of equipment,—very desirable in working grades.

During the month of July your Company was subjected to a loss growing out of the riots that occurred in the Mahanoy and Lehigh coal regions. This lawless gang succeeded in stopping all the collieries in those regions, as well as closing the workshops and mills and several of the railroads in that section. Failing to intimidate the men in our employ and stop the business of this road, some of the gang removed a rail from the track, spiking it so as to make a switch, succeeded in throwing down an embankment an engine and freight train, seriously injuring the engineer and fireman—the former dying of his injuries. These matters were brought promptly to the knowledge of the Governor and other authorities, and a reward offered for the detection of the guilty parties,—so far without results.

By virtue of the powers vested by you in your Board of Directors, they accepted the provisions of an act entitled “An act relating to railroad companies and common carriers, defining their liabilities, and authorizing them to provide means of indemnity against loss of life and personal injury,” approved April 4th, 1868; and having filed our acceptance at Harrisburg, as required in said act, it becomes thereby a part of your corporate rights.

It is with pleasure we can announce that our business has been steadily increasing, and the indications so far look to its continuance. Our relations with connecting

roads evince a greater spirit of reciprocity and accommodation. The completion of the Nesquehoning Road, now under contract, will give us another connection eastward, and we hope add much to our trade: when completed it will constitute the shortest possible route between Williamsport and the East.

The operations on the coal lands of this Company have been prosecuted during the last year with some vigor, and, although not in exact conformity with the wishes of your Company, who advocated immediate development upon the other dip of the Mammoth vein, the same end will most likely ultimately be reached, and the value of the joint properties more fully demonstrated by the tunnel across the basin alluded to in last report, at the same time show the condition of the different veins, as well as the nature of the interference that has caused so much trouble. This tunnel, commenced at a distance of 170 feet below the surface, has been driven directly across the basin, through rock of the hardest character, about 200 yards, cutting across what is believed to be the Skidmore vein, (one of the underlying veins in which workings are in progress,) and at present they are 40 yards beyond it, and the appearances indicate the approach to the Mammoth vein thrown up along with the one under-vein mentioned, forming a basin on this side of the track, of course much narrower than formerly anticipated, but the metals indicate of considerable depth. As soon as reached, gangways will be opened and pushed forward into the Company's property; and all indications point to a considerable quantity of coal in that direction.

By order of the Board.

M. P. HUTCHINSON,

President.

REPORT

OF THE

SUPERINTENDENT.

SUPERINTENDENT'S OFFICE,
WILLIAMSPORT, January 1st, 1869.

M. P. HUTCHINSON, Esq.,

General Manager for Lessees of Catawissa Railroad,

SIR:—I beg leave to submit the following report of the doings and condition of Catawissa Railroad for the year 1868.

Pursuant of the policy previously indicated, expenditures were not confined to keeping the road and equipment to a standard merely endurable for present use. Experience recently has shown that materials which were once reliable and of standard brands are not to be depended on as now made,—that they are uncertain, and in the end expensive. In our repairs we have therefore endeavored in all cases to use such stock and workmanship as will give lasting results, and thus render future success more certain and uniform.

To maintain the way at less expense, houses for workmen have been distributed along the line, and, to render train-running by telegraph orders more regular and safe, additional telegraph offices have been opened.

Additional water supply has been obtained by laying pipes at some points, sinking wells at others, and by putting a steam-pump at Pottsgrove.

Along the track, for a distance of about forty miles, the accumulated overgrowth has been entirely cleared from the right of way, and the ditches enlarged for the better preservation of line and surface of the track.

Repairing cars in a number of isolated old sheds at Catawissa was expensive, and the danger from fire was great. They have all been removed; the tracks in that yard have been rearranged, and a single shed so placed as to simplify work and materially lessen the expense of repairs of cars, as well as to facilitate the shifting of cars in that yard and making up trains for the mountain division.

A very superior iron turn-table was placed at Catawissa in the most substantial manner. On it and its approaches only the best quality of material and workmanship were used. It should never need renewal, and, with proper care, repairs will be slight and seldom needed.

In July, the "eight-hour law" rioters of Schuylkill county removed a rail from the track near Summit station, thereby causing the wreck of a freight train, and a consequent extraordinary expenditure for repairs amounting to \$5,420.60. As a precautionary measure during the continuance of those troubles, after the accident above referred to, we kept a special police force on duty at an expense of \$1,278.22.

The earnings for the year 1868 were \$555,006.36.

The expenditures in all were \$404,519.18.

The expenditures for work and superior material, beyond amount necessary to maintain property to standard as at beginning of year, were as follows, viz.:—

ON MOTIVE POWER.

Renewals of Fire-boxes with steel,	\$5,605 78
Water Pipes, Tanks, Wells, Pumping-engines and Tank-heaters,	3,950 00
Shafting and Foundations for Tools,	1,235 60
Cost of repairing wreck caused by rioters,	5,420 60
Extra for Steel Tyres and a rigid standard of Wheels and Axles,	10,514 35
	<u>\$26,726 33</u>

ON MAINTENANCE OF WAY.

For Clearing,	\$2,320 60
Ditching,	5,430 49
Buildings,	3,200 16
Altering Sidings at Milton and Catawissa, including materials,	2,120 30
Splice-joints to replace Chairs,	3,087 85
Ballasting,	5,290 00
Special Police to guard track against rioters in Coal Region,	1,278 22
Turn-table at Catawissa and its approaches,	2,991 11
Iron beyond ordinary repairs,	12,579 79
	<u>\$38,298 52</u>

ON MAINTENANCE OF CARS.

Shops and Sheds,	\$1,823 85
Removing Old Sheds,	169 20
Extra for rigid standard of Wheels and Axles,	3,219 40
	<u>\$5,212 45</u>

The addition to your car equipment of ninety gondola cars and ten house cars in the last half of the year will place your shippers in a much better position, and results thus far testify their appreciation of the facilities, and indicate that the expenditure was judicious and well-timed.

Every engine on the road is in condition for service ; but, until the use of modern-made iron is discarded in fire-boxes and for tyres, and steel of a reliable make is substituted, undue expenditures in that direction may be expected.

The buildings and bridges are in good condition, and should not require any extraordinary repairs for several years. By a judicious system of renewals and repairs, the expense of maintaining them may be so distributed as not to be burdensome on any one year.

The track, in my judgment, is fifty per cent. better and safer than at any period in past nine years since which I have known it; but, for ultimate economical results, more rails of best quality and a generous supply of ballast should be placed as circumstances will permit. The expenditure should apply more particularly to the ballast, as the rails are saved thereby.

All of which is respectfully submitted.

GEORGE WEBB,

Superintendent.

REPORT OF THE TREASURER.

OFFICE LESSEES CATAWISSA R. R.,
No. 424 WALNUT STREET, PHILADELPHIA, March, 1869.

M. P. HUTCHINSON, Esq.,
President and General Manager,

SIR:—Herewith I have the honor to submit “Abstract Balance Sheet” and
“Transportation and Income Accounts” for the year ending 31st December,
1868.

Respectfully submitted,

W. L. GILROY,
Treasurer.

Transportation and Income Account for 12 months ending Dec. 31st, 1868.

RECEIPTS OF THE ROAD.

Freight on Merchandise	\$388,176 04
Freight on Coal.....	39,941 50
Miscellaneous Receipts.....	51,939 47
Travel Account	67,564 48
United States Mail.....	7,384 87
Total Receipts.....	\$555,006 36

WORKING EXPENSES.

CONDUCTING TRANS.—FREIGHT.	Agents, Station	\$5,939 98
	Car Cleaning and Inspecting	3,695 00
	Conductors, Brakemen and Dispatchers,	36,482 64
	Drawbacks and Overcharges.....	243 55
	Expenses of Stations.....	3,914 18
	Foreign Agencies.....	2,676 61
	Incidentals.....	1,842 18
	Light at Stations and for Cars	588 49
	Loss and Damage to Goods.....	993 22
	Oil, Tallow and Waste.....	1,290 05
	Rent and Allowance for use of Cars	2,131 88
	Stationery and Printing.....	972 61
	Station Repairs, Rent and Taxes on Depots, &c.....	762 29

Carried forward, \$61,532 68 \$555,006 36

		Brought forward,	\$61,532 68	\$555,006 36	
CONDUCTING TRANS.—PASSENGER.	{	Agents, Ticket.....	\$3,503 40		
		Car Cleaning and Inspecting	2,175 94		
		Conductors, Bag. Masters and Brake-			
		men.....	5,955 15		
		Expenses of Stations.....	1,234 66		
		Foreign Agencies	714 64		
		Fuel at Stations.....	459 40		
		Fuel for Cars	152 27		
		Incidentals.....	71 10		
		Light at Stations.....	2 87		
		Light for Cars.....	42 92		
		Loss from Injuries to Individuals.....	5 00		
		Oil, Tallow and Waste.....	259 56		
		Rent and Allowance for use of Cars	1,136 35		
		Stationery and Printing	306 30		
		Station Repairs, Rent and Furniture....	289 70		
			16,309 26		
MOTIVE POWER.	{	Coal for Locomotives—Passenger.....	\$2,013 67		
		Coal for Locomotives—Freight	29,150 86		
		Engineers and Firemen—Passenger	2,772 18		
		Engineers and Firemen—Freight	21,333 83		
		Incidentals—Passenger and Freight.....	2,198 42		
		Fluid, Oil, Tallow and Waste—Passen-			
		ger and Freight.....	3,423 64		
		Repairs of Locomotives—Passenger	9,599 16		
		Repairs of Locomotives—Freight	20,720 00		
		Repairs of Tools, Machinery and Shops,	2,014 79		
		Repairs of Water Stations.....	4,383 67		
		Watchmen, Switchmen and Wipers....	8,832 74		
		Wood for Locomotives—Passenger.....	3,668 40		
		Wood for Locomotives—Freight.....	3,709 55		
			113,820 91		
MAIN. OF WAY.	{	Incidentals.....	\$9,090 90		
		Oil, Fluid and Tallow.....	192 68		
		Repairs of Bridges.....	7,079 28		
		Repairs and Renewal of Telegraph	86 02		
		Repairs and Renewal of Track.....	56,073 17		
		Tools and Repairs of Tools.....	2,559 43		
		Watchmen	4,457 10		
			79,538 58		
MAIN. OF CARS.	{	Incidentals.....	\$1,140 60		
		Repairs of Passenger and Baggage Cars,	4,173 93		
		Repairs of Freight Cars	13,711 69		
		Repairs of Car Shops and Sheds	1,823 85		
		Tools and Repairs of Tools.....	583 53		
		Repairs Catawissa Car Loan Cars.....	9,166 44		
			30,599 14		
GENERAL EXPENSES.	{	Stationery, Printing & Office Expenses,	\$4,131 87		
		Taxes.....	294 90		
		Telegraph Expenses.....	5,062 82		
		General Manager's, Treasurer's and			
		Superintendent's Salaries.....	11,299 92		
		Clerks' and Attendants' Salaries.....	7,947 42		
		Rent of General Office, Fuel and Light,	1,891 13		
		National Tax, Travel and Mail....	1,853 25		
			32,481 31		
			334,281 88		
		Carried forward,	\$220,724 48		

Balance from Transportation and Income Account,		\$220,724 48
Interest on Chattel Mortgage Bonds.....	\$4,417 91	
Pennsylvania State Tax.....	6,176 60	
Taxes on Coal Lands.....	1,050 00	
Legal Expenses, &c.....	4,287 11	
	<hr/>	\$15,931 62

Chargeable to Extraordinary Repairs.

MOTIVE POWER.	Renewals of Fire-boxes with steel.....	\$5,605 78	
	Water Pipes, Tanks, Wells, Pumping-engines and Tank-heaters.....	3,950 00	
MAINTENANCE OF WAY.	Shafting and Foundations for Tools.....	1,235 60	
	Cost of Repairing Wreck caused by Rioters	5,420 60	
MAIN. OF CARS.	Steel Tyres and Double-extra Wheels and Axles	10,514 35	
	Clearing.....	2,320 60	
	Ditching.....	5,430 49	
	Buildings.....	3,200 16	
	Altering Sidings at Milton and Catawissa, including Materials.....	2,120 30	
	Splice-joints to replace Chairs.....	3,087 85	
	Ballasting	5,290 00	
	Special Police to guard track against "strikers" in Coal Region.....	1,278 22	
	Turn-table at Catawissa & its approaches,	2,991 11	
	Additional Iron beyond ordinary repairs,	12,579 79	
	Shops.....	1,823 85	
	Removing Old Shops.....	169 20	
	In extra quality of Wheels and Axles,	3,219 40	
		<hr/>	70,237 30
			<hr/>
			86,168 92
	Balance.....		\$134,555 56
	Add Balance of 1867.....		963 36
			<hr/>
			\$135,518 92
	Cash paid Catawissa Railroad Company on account of Rent,		135,000 00
			<hr/>
			\$518 92
			<hr/>

Dr. CONDENSED BALANCE SHEET,

January 1st, 1868.	
To Cash on hand.....	\$36,888 61
Cash received from the Lessees of the Catawissa R. R. on account of Rent.....	135,000 00

\$171,888 61

To Balance January 1st, 1869..... \$18,041 10

CATAWISSA R. R. CO.—*Dec. 31st, 1868.**Cr.*

By Dividend paid May, 1868	\$62,959 50
Dividend paid November, 1868.....	62,959 50
Coupons paid February, 1868.....	8,330 00
Coupons paid August, 1868.....	8,330 00
First Mortgage Bonds canceled	2,500 00
General and Legal Expenses.....	8,768 51
Balance	18,041 10

\$171,888 61

